



*Merry
Christmas*

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
December 2016

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

The Editor is not responsible for factual errors, or errors of spelling and English usage, in submitted articles.

For convenience, membership records are maintained on a personal computer. Any Member who does not wish their details to be held in this way should advise the Membership Secretary.

Editor: Chris Deal

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A Members Only section may be accessed from the Index page by entering a User Name and Password. (e-mail Ed Davies for activation of your Name & Password)

Front cover:

Santa

Editorial

Merry Christmas to all.

Hopefully all the Drivers out there have responded to the Mercedes F1 team advert looking for a new Driver after the retirement of Nico Rosberg.

Around 24 members and guests enjoyed a Xmas meal on Wednesday 14th December at the Old Owens, which will be our regular meeting place from the New Year. Still on a Wednesday from 21.00.

It is the time reflect both backwards and forwards, so you can see how well Club members did this year by checking out the Club championship points via the website <http://gbmc.frrsh.co.uk/>. The awards will be presented at the Annual Awards Dinner on Saturday 25th February 2017.

There are plenty of updates on events in 2017.

Finally remember to renew your membership and encourage other to join us.

Enjoy you festive break and Happy motoring!

Chris Deal

GBMC Events 2017

Sunday 19th February 2017 – Snetterton Stages, as part of Anglia Motor Sport Club.

Saturday 25th February 2017 - Annual Awards Dinner, Mill Green Golf Club, Hatfield.

Sunday 23rd April – North Weald Sprint (with Harrow CC)

Sunday 7th May – Woodbridge Targa (with Wickford AC)

Sunday 21st May – Middlewick Stages at Woodbridge (with Wickford AC)

Sunday 25th June – Debden Sprint (with Wickford AC)

Sunday 9th July – Woodbridge Sprint (with Wickford AC), plus AutoSolo (with AMSC)

Saturday 2nd September – Debden Targa (with AMSC)

Sunday 10th September – North Weald Sprint (we assist Harrow CC)

Plus a BBQ, Xmas meal, maybe a some visits and a quiz or two.

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events fun by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

We are going to update the wording on our membership cards and membership forms etc going forwards.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 1 st Jan 2017	Trial	Car Trial	Clubmans	AMSC	ECMC	2016 / 2017 Trials Challenge
Sat 7 th Jan 2017	Rally	Navigation	Clubmans	AMSC	AMSC	Inter-club 20/20 Rally
Sun 15 th Jan 2017	Trial	Car Trial	Clubmans	AMSC	CCC	2016 / 2017 Trials Challenge
Sun 12 th Feb 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Sun 19 th Mar 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Sun 16 th Apr 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2016 / 2017 Trials Challenge

Competition Calendar

Date	Events	Club	Venue/Start	Format
6 Jan	12 Car	Boundless	Colman Green	Road Rally
21 Jan	Brands Hatch Stages	Chelmsford MC	Brands Hatch	Tarmac
28-29 Jan	Brean Sands Stages	Club Rallysport West	Brean Sands	Tarmac
11 Feb	South Downs Stages	Southsea & Bognor MCs	Goodwood	Tarmac
19 Feb	Snetterton Stages	Anglia MSC	Snetterton	Tarmac

Show Calendar

Autosport International 12th-15th January 2017, NEC

Europe's largest indoor pre-season motorsport event and will be celebrating its 27th anniversary at the NEC in Birmingham. The show is unique in that it encompasses two trade-only days and also two days for the general public. Featuring the very latest in motorsport, automotive and performance engineering technology, alongside cars and exhibitors from every level of motor racing, the show provides the perfect platform for members of the industry to meet, network and do business as well as enthusiasts to see the fastest cars, biggest stars and most amazing live action

Historic Rally Car Register Open Day 14th January

This is to be held at the British Motor Heritage Museum, Gaydon

Race Retro 24th-26th February, Stoneleigh Park

Race Retro celebrates the very best of international historic motorsport, showcasing every discipline including formula and circuit racing, rallying, hill climbs, touring cars, single marque series, motorcycling, sports and GT cars. From historic to vintage and classic to retro vehicles, it's all covered at Race Retro. Cars and motorcycles, drivers, team managers, riders, mechanics, manufacturers and enthusiasts all come together ahead of the forthcoming season. Meet the stars of the golden era of motor sport, some of which still compete today, along with the vehicles that took them to victory; See historic competition cars and motorcycles in action on our bespoke Live Rally Stage; Find everything you need for the coming season, from parts and spares, helmets and clothing, to a new racing or rally cars in our auction - and by the way parking is free for all visitors.

Goodwood Festival of Speed 29th June to 2nd July

MSVR
MOTORSPORT VISION RACING



www.snettertonstagerally.co.uk

www.amscc.org.uk

SNETTERTON STAGE RALLY

19th February 2017



Email: entries@snettertonstagerally.co.uk

Contact: Stanley - 07796 805 072

Comp Sec News

In February we have our Annual Awards Dinner, so I need to get back the awards so they can be engraved. Please get in touch so we can arrange to meet up.

We are planning the competition events for 2017 with other clubs, the draft calendar is as follows:-

Sunday 19th February – Snetterton Stages (with AMSC)
Sunday 23rd April – North Weald Sprint (with Harrow CC)
Sunday 7th May – Woodbridge Targa (with Wickford AC)
Sunday 21st May – Middlewick Stages at Woodbridge (with Wickford AC)
Sunday 25th June – Debden Sprint (with Wickford AC)
Sunday 9th July – Woodbridge Sprint (with Wickford AC), plus AutoSolo (with AMSC)
Saturday 2nd September – Debden Targa (with AMSC)
Sunday 10th September – North Weald Sprint (we assist Harrow CC)

The main events which need help from the Club's point of view are the April North Weald Sprint, the Middlewick Stages. If you want be involved get in touch with me.

Championship points – It has taken longer than we hoped, but with the help of Mark Goddard there will be a set of points on the Club's website soon and in the next issue of the Wayfarer.

My report on the Daysure Wales Rally GB National Event, which took place at the end of October and the Rockingham Sunday Stages will be in next month's issue.

Sprint news – the MSA have agreed to put in a set of 'standard' classes based on the ones which have been used by the local associations for a few years. The ACSEMC, AEMC and ASEMC co-ordinators have updated the classes – see the next page.

Associations – We have joined Association of Central Southern Motor Clubs, which will give members more choice of events to take part without having to join another motor club.

Rally Marshal training, AEMC are running one on 4th February near Cambridge www.aemc.org.uk. With the new rules it is important that everyone attends a training day.

AEMC Sprint and Stage Rally dates for 2017 on the next page.

Chris Deal

AEMC Sprint Championship 2017 PROPOSED CATEGORIES AND CLASSES

For the purposes of marking, vehicles will be divided into the following categories (see S.10.10 of the 2017 MSA year book) and classes:

A Road Going Series Production Cars (S.10.10.1) ,Road Going Specialist Production Cars (S.10.10.2) and Standard Cars (S.xx.xx.x) - Excluding cars in Appendix 1

1. 'Standard Cars' together those defined in Appendix 2 : Up to 1600cc. – 2wd only, list 1A tyres
2. 'Standard Cars' together those defined in Appendix 2 : Over 1600cc to 2000cc. – 2wd, list 1A tyres
3. Up to 1600cc - 2wd only, list 1A or 1B tyres
4. Over 1600cc to 2300cc – 2wd only, list 1A or 1B tyres
5. Over 2300cc - 2wd only, list 1A or 1B tyres
6. 4wd of all engine capacities , with list 1A or 1B tyres.

- Road Going Kit Type and Replica Cars (Examples are included in Appendix 1)

7. Up to 1700cc, excluding Motor cycle engine cars. list 1A or 1B tyres
8. Over 1700cc, including all Motor cycle engine cars, list 1A or 1B tyres

B. Modified Series Production Cars (S.10.10.3) and Modified Specialist Production Cars (S.10.10.4)

Excluding Modifieds with Motor Cycled engined cars and excluding those listed in Appendix 1:

9. Up to 1400cc
10. Over 1400cc to 2000cc
11. Over 2000cc

C. Sports Libre Cars (S.10.10.6) , Modified Cars (S.10.10.3 and S.10.10.4) that are listed in Appendix 1 and any Modifieds with Motor Cycle Engines.

- 12 Sports Libre 'Car' engines up to 1800cc, Motor cycle engined cars up to 1100cc., Modified up to 2000cc.
13. Sports Libre 'Car' engines over 1800cc, Motor cycle engined cars over 1100cc, Modified over 2000cc.

D. Racing Cars (S.10.10.7) and Hillclimb Super Sports Cars (S.10.10.5)

14. Racing Cars up to 1100cc.
15. Racing Cars over 1100cc.

Appendix 1

Two seater cars such as Caterham, Westfield, Sylva, Fisher and Lotus 7, Elise, Exige and 340R, Vauxhall 220, X-bow- and similar types/ derivatives.

Appendix 2.

‘Standard Cars’ are as defined in S.XX.XX.X and are similar (but not exactly the same) to those defined in prior year championship regulations. ‘Standard Car’ definition applies to those cars made after 01/01/2000. For class A1 and A2, we have included those cars that meet the current Standard Car definitions but have been manufactures before 01/01/2000.

Note 1. Engine capacity increase/decrease factors:

- a. Forced induction, an increase of 40%, except for ‘Standard Cars’ where an increase of 70% should be applied.
- b. Cars using Diesel Fuel , a reduction of 30%
- c. Rotary engined cars, an increase of 50% on the real capacity.

Note 2. To compete in a Single Seater Racing or Sports Libre Car, manufactured after 31/12/1960 of more than 2000cc, the driver must hold a Speed National A [OPEN] or Race National A licence unless the car is currently licensed for use on the public highway.

In the event of a dispute concerning the compliance of a vehicle to the regulations for the event the onus will be on the competitor to prove the compliance to the organisers. Road going cars must be taxed, insured and MOT tested (where necessary) and road legal in all respects. Documentation must be available at signing on if verification is requested or required by individual events.

Summary

A. Road Going Specialist Production and Series production:

A1, A2 are the MSA defined ‘Standard Cars’ plus those cars that would otherwise meet these requirements but have been manufactures before 01/01/2000.

A3, A4, A5 reflect different engine capacity breakpoints, with 1600 turbo engines now in A4.

A6 is for 4wd

A7, A8 are for those cars in Appendix 1. A7 excludes motor cycle engines which are in A8

B. Modified with some exclusions

B9, B10, B11 are for all modified cars, excuding those with motor cycle engines and those in Appendix 1

C. Sports Libre and those Modifieds not in B

C12, C13 In addition to Sports Libre, these now include Modifieds not in B. Note the engine break points.

ESSEX EXTREME AEMC Sprint Championship – 2017 dates

Sunday 26 th March	Rockingham	BARC (Mids)
Sunday 2 nd April	Hethel	Borough 19MC
Saturday 9 th April	Abingdon	Sutton & Cheam MC
Sunday 23 rd April	North Weald	Green Belt MC/Harrow CC
Sunday 7 th May	Debden	Herts County
Saturday 20 th May	Snetterton	Borough19 MC
Sunday 21 st May	Snetterton	Borough19 MC
Saturday 10 th June	Abingdon	Sutton & Cheam MC
Sunday 25 th June	Debden	Wickford AC/Green Belt MC
Sunday 9 th July	Woodbridge	TBA
Sunday 6 th August	Hethel	Borough 19 MC
Saturday 12 th August	Curborough	BARC (Mids)
Sunday 10 th September	North Weald	Harrow CC/Green Belt MC
Saturday 23 rd September	Goodwood	TWMC/Sevenoaks & DMC
Saturday 30 th September	Curborough	BARC (Mids)
Sunday 1 st October	Debden	Herts County
Sunday 22 nd October	Rockingham	BARC (Mids)



Frank Trueman at North Weald (Photo – Nick Cook)



www.aemc.org.uk

ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

Coordinator – Chris Deal, 209 Latymer Road, Lower Edmonton, LONDON N9 9PN

Tel 07920 840689 (M) Email aemc@chrisdeal.force9.co.uk

2016 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

AWARD WINNERS

1st Joint Overall - The Pat Brown Memorial Trophy

	Bill McKenna	Porsche 996	994pts	B19
	Stephen Laing	Caterham R500	994pts	B19/PMC
1 st Class A1	Keith Warnell	Citroen Saxo VTS	980pts	HCAAC
1 st Class A2	Martin Nolan	BMW Z3	730pts	HCAAC
1 st Class A3	Tim Cole	Ford Fiesta Ecoboost	852pts	B19
1 st Class A4	Dave Massey	Lotus Elan	543pts	B19
1 st Class A5	Brian Winstone	Porsche GT3 RS	964pts	B19
1 st Class A6	John Start	Mitsubishi EVO 6	846pts	B19
1 st Class A7	Roger Legg	Caterham	626pts	B19
1 st Class A8	Steve Carpenter	Westfield SEiW	764pts	WSCC
1 st Class B9	John Rawlins	Davrian Mk8	380pts	7Oaks
1 st Class B10	Roger Grimes	Vauxhall Corsa	439pts	B19
1 st Class C12	Clive Stephens	Tiger Racing Avon	268pts	B19
1 st Class D14	John Gregson	Jedi MK6	547pts	B19
1 st Class D15	Peter Goulding	Mygale FF200	943pts	B19

Essex Extreme

www.essexextremebodyworks.co.uk

AEMC Stage Rally dates for 2017

21st January – MGJ Engineering Brands Hatch Stages (Kent) - Chelmsford Motor Club

<http://brandshatchstages.co.uk>

19th February – Snetterton Stages (Norfolk) – Anglia Motorsports Club

<http://snettertonstages.co.uk>

5th March – Donnington Stages (Leicestershire) – Dukeries Motor Club

<http://www.doningtonrally.co.uk/>

9th April – Cadwell Rally (Lincolnshire) – Border Motor Club

<http://www.bordermotorclub.co.uk/>

21st May – Middlewick Stages (Suffolk) – Middlesex County AC & Green Belt Motor

Club <http://www.middlewickstages.co.uk/>

11th June - Abingdon Carnival Stages (Oxfordshire) Sutton & Cheam Motor Club

<http://www.abingdoncarnival.com>

18th June - Flying Fortress Stages (Northants) - Dukeries Motor Club

<http://www.flyingfortressstages.co.uk/>

28th August – Wethersfield Stages (Essex) – Chelmsford Motor Club

<http://www.chelmsfordmc.co.uk>

4th November - Sherrards Resourcing Southdowns Stages (Goodwood) – Southsea & Bognor Regis Motor Clubs www.southdownstages.co.uk

2nd & 3rd December – Rockingham Stages (Northants) (two-day event) - Middlesex County AC <http://www.rockinghamstages.co.uk/>

Kids Are Quick

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher

TEACHER: Millie, give me a sentence starting with 'I.'

MILLIE: I is..

TEACHER: No, Millie..... Always say, 'I am.'

MILLIE: All right... 'I am the ninth letter of the alphabet.'

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

<p>The copy date for the next issue is 18th January 2017</p>
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Sunday 9th October 2016

TREASURE HUNT OFFICIAL RESULTS

1 st	Roger Evans / Jan Evans / Phil Parker / Lynne Cawt (Fiat)	325pts
2 nd	<i>Brian Aldridge / Chris Deal / Gerry Thurlow (Honda Jazz)</i>	290pts
3 rd	Ian, Emma, Lucy, Arthur & Dolly / Bishop-Laggett (Peugeot 807)	260pts
4 th	<i>Holly Bailey / Rob Cook (Toyota Corolla)</i>	250pts
5 th	<i>David Hughes / Ian Davies / Louise Hughes (Range Rover Sport)</i>	175pts
6 th	Chris Smith / Kay Magnus (Ford Fusion)	0pts
7 th	Paul Tuba & Alec Mandell (Mazda CX5)	-60pts
8 th	<i>Donald Berry / Desmond Meldrum / Felicity Brown (Volkswagen Golf)</i>	-90 pts

Expert crews in italics

Report

Eight crews (25 competitors) gathered at the Sow & Pigs at Thunderidge on the old A10 for a short treasure hunt, divided in two parts.

The non expert crews were given a map with the route marked, the expert crews had a variety of navigation like tulip diagrams, spot heights, map references and herringbone etc.

We (Brian Aldridge, Gerry Thurlow and myself) were allowed 55mins to get to The Talbot at Datchworth Green and on the way we had to answer 13 questions plus the organisers had given us 12 photos of sights along the route and identity which grid square there are in. Things started badly for us when we had forgotten to check the start venue for the first clue which went we were out of sync and missed the first two answers. When you miss clues there is never enough time to go back to look again, so we pushed on via Stapleford, Bramford, Tewin and Burnham Green where it went wrong again. I missed giving Brian an instruction to say turn right and before I had realised we were in Woolmer Green, so we had to cut and run to the halfway and we didn't see the last clue and the halfway. If we had a better first half we could have won the event, at least we were on time so all our answers count.

The second half was slightly longer and we were allowed 1 hour and 10 mins to answer 17 clues and find the rest photos. The route took us via Knebworth, Codicote Bottom, Langley and Preston to Emily's Tea Shop at The Valley in Whitwell. This half went better for us apart we missed two clues and we arrived two minutes earlier. We identified 7 out of 10 photos, but one was marked as wrong, but it didn't make a difference to the result.

A very good afternoon spend going around Hertfordshire country lanes – well done to Robert Taylor and Doug Williams.

Chris Deal

PORSCHE MOBIL 1 SUPERCUP MONZA ITALY 3/4 SEPTEMBER 2016

Part Two

Saturday was to be another early start for us. We had decided to get to the circuit early expecting heavy traffic, but the Italian police had all the junctions sorted with their coloured lollipops and, with our special car pass, we were swiftly directed to our exclusive car park! Again we were met at the entrance gate by the tifosi clamouring for drivers' autographs and photos! Being held up by some F1 drivers and their entourage was interesting as we pushed our way past! Come on Fernando, you're stopping people coming through!!!

After a most welcome breakfast, we were all invited into the Porsche team bus for a meeting. Two of our ladies, Olivia and Nicolette, were due to go on maternity leave from the team. I was told that German employment laws do not allow pregnant ladies to work on Sunday, so it was to be their last day at work! After a brief speech by senior members of the Porsche management, the two ladies were presented with some leaving gifts, a delicious chocolate cake was cut up and together with a champagne toast, we all left the office for a group photo, much to the amusement of the race teams! I have to mention, despite the championship being German controlled, during our meetings, and for the benefit of us Brits, it was all conducted in perfect English.

We returned to our awning, completed our weather report for the teams, showing the temperatures were again approaching 30'c, then we visited the race team awnings and rechecked some of the cars following some over-night work. A number of the cars needed to have their scrutineering seals replaced following engine changes, and more broken windscreens had been replaced!

Our qualifying session was due to start 12:25pm, just after the third F1 free practice. The cars, again in their championship positions, were lined up in the holding area. Ermanno and I conducted our pre-session checks, while Stuart and Beatrice made their way to the pit lane. On their due time the cars were released onto the circuit, Ermanno and I went to the Porsche hospitality to watch the qualifying session on TV...and more bottles of cold water!

Wanted

Someone to maintain our social media – Facebook, Twitter etc

Qualifying was soon quickly over, fortunately without any incidents, being only 30 minutes long. I sent Ermanno back to our scrutineering awning to wait for the cars, while I went to the paddock entrance directing the first four cars to our bay for weighing and checking, the rest were placed in parc-ferme. After I weighed the drivers, Stuart and I checked the items the team mechanics had removed from their cars, ready for our inspection. After what seemed an age, race director Peter eventually released the cars from parc-ferme, and the cars were returned back to their teams.

While we were having our long overdue lunch, we watched the F1 qualifying on TV. Although our paddock was situated next to the circuit, the F1 engine noise was very muted! Very disappointing! I can see why F1 Tsar Bernie Ecclestone hates the noise the current F1 cars make! The GP2 and GP3 cars that shared our paddock were far noisier! After the F1 qualifying had finished, the afternoon was our own time. During our traveling in and out of the circuit, we drove through tunnels under the old banked circuit. We wanted to have a look at the old track, but because of restrictions, we were not allowed access. Oh well! Instead, we decided to return to our hotel for a quick shower and a change of clothing, ready for that evening's end of season party, to be hosted by Porsche, back at the circuit.

On returning to our car, we were stopped just outside the Formula One Paddock Club entrance by lots of whistle blowing police officers wearing uniforms with lots of braiding all over them, some holding guns, and what I can only describe as gorillas in black suits holding back crowds of interested spectators. I then noticed four police motor cycle out-riders and two red stretched Alfa Romeo cars, and a few blacked out mini-buses behind. Eventually two grey haired men came out and climbed into one of the cars and they all zoomed off, again with much whistle blowing! Royalty? Close to it! The heads of Fiat and Ferrari I was told by an Italian spectator!

Stuart and I eventually left the National Park and were just about to join the motorway leading back to our hotel when Stuart received a phone call from the Porsche Technical Delegate Maximillian Mueller. There was a problem that needed us to return back to the circuit immediately! After executing a swift U-turn an autotester would be proud of, we were now traveling against the traffic leaving the circuit, and several times, we were stopped and directed to go another route into the park! As we got as close as we could to the paddock, Stuart jumped out of the car making his way back to the Porsche paddock on foot, leaving me to find a parking place!

**REMEMBER TO RETURN YOUR
MEMBERSHIP FORM**

I managed to park the car close by and on my return to the paddock; I found Stuart with the race director Peter and Steward Steve deep in conversation with a number of Porsche personnel, and reading the Porsche version of their "Blue Book"! It transpired that a team had been spotted cleaning their race tyres using a heat gun, in contravention of the Porsche race regulations! There were mutterings of protests by other teams calling for the offending team car to be excluded! Unfortunately, it was the car that was on pole for the next day's race, and also the championship leader! After explaining to the team manager that the cleaning and treating of race tyres using heat was forbidden, the team manager offered to remove the set of tyres from the car and to only use the spare set, hoping the driver had no punctures during the race. Everyone was satisfied with the team managers' offer, and the matter was soon sorted.

By now it was too late for us to return to the hotel, so with a quick change into a Porsche T-shirt and a spray of some deodorant, we joined the rest of the Porsche team to enjoy an Italian themed end of season party. Some of our guests included some very influential Porsche management and sponsors, and some members of the Formula One Management too. No, Bernie wasn't there, but I'm told Charlie Whiting and Herbie Blash had made an appearance. By now, both of us were exhausted, and the loud music was hurting our ears! It was now getting dark! We eventually found the hire car, returned to our hotel, and after a long overdue shower, we collapsed into our beds, ready for another hot and busy day.

After checking out of our hotel the next morning, the traffic was now quite busy getting to the circuit. While waiting at the Royal Palace road junction, we spotted Niki Lauda signing autographs at his villa's front gate. We eventually arrived at the circuit for our breakfast, and for another team meeting. I chuckled to myself looking at the various team members, spotting those who had enjoyed themselves a bit too much at the party the previous night!

We returned to our awning and were later joined by Beatrice and Ermanno. We had another look around the team garages, checking tyres, and anything that had been done on the cars overnight. Our race was due to start 11:35, after the GP2 and GP3 races. This time the cars were lined up in grid position in the holding area. Ermanno and I completed our checks, while Stuart and Beatrice left for the pit lane. The cars were released onto the track on time, and we went to the Porsche hospitality to watch the race on TV.

Pole man Matteo Cairoli brought the cars around the circuit on their green flag lap, and waited patiently for the stragglers at the rear of the grid to take up their positions. The marshal at the back of the grid signalled that a car had entered the pit lane with a technical problem, and then waved his flag to start the race count down.

The lights went out and 27 cars raced for the first corner! With a lot of body contact, most of the cars got through, most pointing the correct way! Then as they approached the next corner three cars, all from the same team, were seen to fly off the circuit, with one barrel rolling into the gravel traps! Thankfully the driver got out without any injury! The safety car was despatched and quickly picked up the race leader. Meanwhile, the damaged cars were quickly removed by the efficient track marshals, and the safety car soon returned to the pit lane to allow racing to resume.

But after the race was only four laps old, another car was seen rolling! It was Ryan Cullen's car! Another car had got a big tank-slapper driving over the kerbs in the last chicane, and as the car returned to the track it collided with Ryan causing him to roll! Again, the drivers got out of their cars without injury and while the safety car and the remaining cars continued to circulate the track, the damaged cars were again quickly and efficiently removed. The safety car returned back to the pit lane, and again the cars were allowed to race!

Two laps later, and more carnage! This time a car had got out of shape on the last corner before the start line and collided with the other British driver Paul Rees! The impact was sufficient to bend the Armco barrier back! The damaged cars were quickly dragged out of the way by the snatch vehicle under double waved yellows, luckily not needing the safety car to come out again!

By now I could hear race director Peter telling the drivers to calm down and any further incidents he was going to red flag the race!!! The race organisers were not amused by the many incidents during the race! For the remaining seven laps the race settled down. The race was won by pole man Matteo Cairoli, to lead the championship onto the next race in Austin, USA...that's if there were any cars left able to race! In second place 0.6 seconds behind the winner was Michael Ammermuller, and third was local driver Mattia Drudi.

We returned back to the awning to await the remaining cars to return for parc-ferme. After the podium ceremony, the three winning cars were returned to our awning for post-race checks. I weighed the drivers again and I then scanned the tyres on the race finishing cars. I was asked to look over the two cars that had rolled, and those that had collided with the Armco. My observations of the damaged cars showed that despite all the damage to the cars, all the safety protection equipment had done their job, thankfully with no injuries to anyone...except to team owners wallets!

Because of the poor driving standards and the many incidents during the race needing investigation, parc-ferme dragged on before results were declared final! Stuart and I started to look at our watches, it was fast approaching 14:00, the F1 race was about to start, and we were due at Milan airport before the boarding gates closed 16:00...and we had to return the hire car!!! Eventually, we were given the all-clear, parc-ferme had finished! Stuart completed his paperwork, and we were off to the airport. I arrived home Sunday night very tired and exhausted; to learn later that Lewis Hamilton had problems getting off the start line and the race was won by his team mate Nico Rosberg, reducing Lewis' lead in the F1 drivers' championship.

I enjoyed my first involvement at a F1 Grand Prix; I hope I get the opportunity to do it again, and soon!

Loyd Gerken



**REMEMBER TO RETURN ANY
2015 AWARDS TO CHRIS**

BEATSONS MULL RALLY 2016 – Part Two

Again, we were woken by rain hitting the bedroom windows so, after a hearty breakfast, Pete and I made our way back to Tobermory for the Saturday afternoon stages. Our stage was a repeat of our Friday evening stage, and was to be run twice. Expecting more problems with our radios, we tried moving our radio car around the parking area but without much joy; luckily a radio engineer appeared and erected an aerial mast to a lamp post which helped improve radio reception.

Unfortunately, it didn't help with the new tracking system the rally was trying to use. I was to enter the car number in the sequence of entering the stage into a smart-phone (no, not the new hand warmer Samsung Note 7!!!) which then, via blue-tooth, sent the signal to a radio with a decoder box in the boot of the car, which in turn sent the tracking details to rally HQ! Except, the phones blue-tooth kept dropping off, or the radio was unable to send the signal due to the location! So rally HQ resorted to the old traditional way of giving numbers in batches of five on the 81 radio...I'm sure that's not what 81 was meant for!!! Never mind, it seemed to work OK.

There had been delays on the previous afternoon stages before us, so we were running about 30 minutes late, with large gaps in the running order too! Eventually the various assortments of organisers and course cars arrived and entered our stage; the first car arrived at our first afternoon stage, being the rally leader John MacCrone and waited to be sent in to the stage, to be followed 30 seconds later by second placed Callum Duffy.

To add to our delays on our stage, we had an amusing, but painful, incident involving one of the two police cars that goes ahead into the stage to support the road closing car. One of the BMW police cars had lost control and went head-on into the Armco barrier at the hairpins not far from Dervaig blocking the road! With the help of some of the following course cars, the stricken BMW was removed and safely parked in a nearby farm yard! Further delays were caused due to the crashed police car driver needing hospital treatment! We found out later he was released from hospital with some bruising and sore ribs, and severe ear-ache from his boss! His colleagues were later instructed there was to be "No photos to appear on social media of the incident!!!"...but you can't stop members of the public can you!!!

**PLEASE VOLUNTEER, DON'T WAIT TO BE ASKED
FOR CLUB EVENTS**

Our first stage of the afternoon's second leg of the rally stages eventually started, we had a couple of cars stop in our stage for mechanical reasons, and the last car entered our stage just as the 000 car arrived to start our second afternoon stage, and no time to grab a quick sandwich either! Without any further delays considering the road opening time was fast approaching, the 00 safety car went in to the stage, 0 car having stopped earlier in the day with mechanical issue, before the first car and still rally leader MacCrone, went in to the stage again followed by second placed Duffy.

At the end of the second leg of the rally on Saturday afternoon, MacCrone was leading Duffy by 36 seconds, followed by Gallagher a further five minutes behind! The final leg in the evening was going to be close between the leaders.

Pete and I returned to the cottage for a most welcome hot evening meal, ready for our last stage, being the last stage and final leg of the rally. This time Pete and I were going to be together at the stage start which was about three miles from our cottage, along the Glen Aros road to Dervaig. We arrived at the start area about 11pm, to await the course cars to arrive. The portable gennie and lights were quickly set up during one of the brief moments of no rain just as the time keeper arrived to set up the timing lights! This time Pete was to be the Deputy Stage Commander, Neil taking on Pete's earlier job as Safety Officer, so again I set up my radio kit in Graham's car.

Again, there were delays on previous stages and the first car, MacCrone was eventually sent in to our stage at 01:23am!!! Duffy followed MacCrone in, followed by new third placed driver, Irishman Derek McGeehan in his extremely noisy WRC Mini!!! After seven cars had entered our stage we got a radio message to stop the stage and send in the medics and rescue vehicles, closely followed by Deputy SC Pete!

Car 18, a Ford Escort, driven by Doug Weir had barrel rolled his car about a mile into the stage after a deceiving slight bend and blind crest. Weir had managed to get out of the car, a bit confused, but his co-driver Linda Brown was trapped inside the car as it was resting on her side of the car! She was quickly removed from the car and both crew members were swiftly transported to the islands main hospital. Weir was later released from hospital with bruising, but Linda was airlifted to Glasgow Hospital for observation, being released a few days later, happily with only minor injuries.

I'm glad to say, following the sad and tragic accident on last year's rally; the organisers had doubled up on rescue and ambulance vehicles, and the rally's safety plan had worked well.

Our replacement rescue and medic vehicles quickly arrived at our stage start, mindful of the fast approaching road opening time, and after a delay of about one and a half hours dealing with the incident, we managed to get all the cars into the stage competitively, with “Badger” arriving just before the due road opening time! Phew!!! That was close!

MacCrone had entered our stage 18 seconds in front of Duffy, who clawed back eight seconds. Not enough to pass MacCrone and which was to be a very emotional end of the rally following last year’s accident, Duffy joining MacCrone pouring the celebration champagne over a sticker remembering MacCrone’s co-driver Andy Mort, placed on all the competing cars for this year’s rally.

We returned to the cottage in the wee small hours of Sunday morning! After a late brunch we all went to Tobermory to see the winners being piped into the town centre to receive their trophies. Because of the inclement weather, the presentations were to be held in the town’s main hall. It was so crowded; we decided to go to the MacDonald’s Arms, on the harbour front, for a celebration drink in the knowledge that we had again witnessed probably the Best Rally in the World!

1 st John MacCrone/Stuart Loudon	Ford Fiesta R5	2h19m32s
2 nd Callum Duffy/Iain Duffy	Skoda Fabia S2500	+10s
3 rd Derek McGeehan/Arthur Kierans	Mini WRC	+8m 53s!

Loyd Gerken





www.snettertonstagerally.co.uk

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Marshals

Welcome to the 2017 SNETTERTON STAGE RALLY 19th February 2017

Supported by G.& B. Finch Ltd, Hylton Gott and Rix Engineering.

We are delighted to confirm that this will be the 5th round of the prestigious Motor Sport News Circuit Rally Championship as well as other regional association championships.

The 2107 event follows the successful events run at the Snetterton Circuit in previous years but in 2017 in the hands of a different club, Anglia Motor Sport Club (AMSC).

Although AMSC may be a new name to many it is a club with an excellent pedigree being a combination of most of the active motor clubs in East Anglia. This brings together the skills, resources, experience, and expertise from all those clubs providing a very strong organising team which we are confident will deliver a challenging but enjoyable event. The overall format will be like previous events maximising the opportunities available at the venue by utilising a mixture of on and off circuit roads within the route.

We need help from over 100 Marshals and Radio Crews to run a successful event. We ask you to come along to help us run the event and enjoy a good day's motorsport.

The organisers would like to thank G.& B. Finch Ltd, Hylton Gott and Rix engineering for their sponsorship which is very much appreciated and to recognise the support of MSV and the management and staff at Snetterton. Without these contributions, the event would not be possible.

The Organising Team

GREEN BELT MOTOR CLUB

Affiliated to the RAC Motor Sports Association
Members of the ACSMC, AEMC and ASEMC
part of the Anglia Motor Sport Club Ltd

Committee Members 2016/17

President – Gerry Thurlow

Vice Presidents – Dan Chalk, Geoff Jackson, Tony Strong

Ambassador Richard Warne

Chairman

Malcolm Wise
16 Bycullah Road
Enfield
EN2 8EW
020-8351-4953

Club Secretary/Membership Secretary

David Hughes
37 Aberdale Gardens
Potters Bar
EN6 2JW
01707-651280
secretary@greenbeltmc.org.uk

Treasurer/Website

Ed Davies
11 Herons Close
Stubbington
Hampshire
PO14 2HA
07711-691029
ed.davies@greenbeltmc.org.uk

Competition Sec/Association delegate

Chris Deal
209 Latymer Road
Edmonton
London
N9 9PN
07920-840689
chris.deal@greenbeltmc.org.uk

Press Officer

Robert Taylor
52 Hillfield Park
Winchmore Hill
London
N21 3QL
020-8886-6428
Roberttaylor893@btinternet.com

Social Secretary

Melanie Camp
Wendycot, Chelmsford Road
Hatfield Heath
Essex
CM22 7BH
07748-952005
turkeystile@hotmail.com

Marshalling co-ordinator/Equipment

John Davie
18 Hazelwood Lane
Ampthill
Beds
MK45 2HA
01525-405521
Jc.davie@btinternet.com

Magazine Production

Chris Deal
David Hughes

ARTICLES FOR PUBLICATION

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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

The copy date for the next issue is **18th January 2017**.

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